I claim:

1. A wave reducing and eliminating ship hull comprising:

a generally triangular hull having a pointed narrow bow portion and a stern portion wider than said bow portion;

said hull including generally rectilinear diverging sides extending substantially from said bow to said stern; and

said hull having a draft adjacent said bow deeper than the draft adjacent said stern.

2. The ship hull of claim **1** wherein said bow portion of said hull is generally free of depending structures.

3. A transonic hull having a submerged portion with a bow, a stern, a waterplane which in static conditions and in motion has an approximately triangular shape with an apex adjacent said bow and a base adjacent said stern, said submerged portion in said static condition having a deep draft adjacent said bow and a draft adjacent said stern no greater than approximately 4% the width of said base, with said draft at said stern decreasing by virtue of the motion of said hull on the water towards zero relative to the water flowing adjacent and downstream from said stern.

4. A transonic hull having a bow, a stern, a length and power means to move said TH in the water at supercritical and subcritical speed regimes, said hull when in motion in displacement

mode having

a) A submerged portion with a generally triangular waterplane with apex adjacent said bow and a base adjacent said stern.

b) A profile with a deeper draft adjacent said bow and no bulb, and substantially zero draft adjacent said stern relative to water flowing smoothly downstream below said stern.

c) Said hull further characterized in having, when floating static in water, a draft adjacent said stern no greater than substantially 4% of the width of said base.

5. The transonic hull of Claim **4** in which said draft adjacent said stern is substantially eliminated in relation to water level adjacent and aft of said stern when propelled by said power means at speed-to-length greater than 1.25.

6. A transonic hull having a weight, a submerged portion, a bow, a stern, a generally triangular waterplane with a longitudinal length and an apex adjacent said bow, and a center of area of said waterplane, with the position of the center of gravity of said weight being located at a longitudinal distance forward of said center of area at least as large as approximately 1.5% of said longitudinal length, whereby hydrodynamic drag is minimized.

7. The transonic hull of Claim **6**, with said longitudinal distance being no greater than approximately 10% of said longitudinal length.

8. A transonic hull having a weight, a submerged portion, a bow, a stern, a generally triangular waterplane, with a longitudinal length, an apex adjacent said bow, and a base adjacent said stern, and a center of area of said waterplane, with the position of the center of gravity of said weight being located at a longitudinal distance forward of said center of area at least as large as approximately 5% of the length of said base, whereby hydrodynamic drag is minimized.

9. The transonic hull of Claim **8**, with said longitudinal distance being no greater than approximately 10% of said longitudinal length.

10. A transonic hull having a bow, a midbody, a stern propulsive means having water impeller means capable of imparting sustained motion at a sustained speed-to-length ratio at least as large as substantially 1.25, said hull further characterized in having a submerged portion with a waterplane of generally triangular shape with apex adjacent said bow, a base adjacent said stern, and a profile view with a deep draft away from said stern and adjacent said midbody, and substantially zero draft at said stern relative to water flow downstream from below said stern.

11. A transonic hull having a bow, a stern, an undersurface, and an approximately triangular waterplane at water level with an apex angle adjacent said bow; said transonic hull being further characterized in that the included exit angle in side view between the rearward undersurface portion adjacent said stern and a line

parallel to water level intersecting the lower corner of said stern being no greater than approximately said apex angle.

12. The structure of Claim **11** in that said exit angle is approximately 60% of said apex angle.